

Intimations.

DAKIN BROS. OF CHINA,
LIMITED.
CHEMISTS

AERATED WATER
MANUFACTURERS.

DAKIN'S
LEMON
SQUASH.

THE FAVORITE
HOT WEATHER DRINK.

NO. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands,
all of which are excellent quality and
good value for the money.

The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the best
growths at moderate prices.

In ordering, it is only necessary to state the
name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Case.
A. Alto Douro, good quality, Green Capsule	\$10	\$1.00
B. Vintage, superior quality, Red Capsule	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

	Per doz.	Per Case.
SHERRIES		
A. Delicate Pale Dry, dinner wine, Green Capsule	6	0.50
B. Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
D. Natural Sherry, Red Seal Capsule	10	1.10
E. Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
F. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled)	14	1.25

	Per doz.	Per Case.
CLARETS		
A. Superior Breakfast Claret, Red Capsule	4	\$4.50
B. St. Estienne, Red Capsule	4.50	5.00
C. St. Julien, Red Capsule	7.50	7.50
D. La Rose, Red Capsule	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.
FULL PARTICULARS OF THE VARIOUS BRANDS
IN STOCK ON APPLICATION.

	Per doz.	Per Case.
BRANDY		
A. Hennessy's Old Pale, Red Capsule	13	\$1.20
B. Superior Very Old Cognac, Red Capsule	15	1.40
C. Very Old Liqueur Cognac, Red Capsule	20	1.75
D. Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50

	Per doz.	Per Case.
SCOTCH WHISKY		
A. Thorne's Blend, White Capsule	8	0.75
B. Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C. Watson's Aboucr-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D. Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

	Per doz.	Per Case.
IRISH WHISKY		
A. John Jameson's Old, Green Capsule	8	0.75
B. John Jameson's Fine Old, Green Capsule	10	1.00
C. John Jameson's Very Fine Old, Green Capsule	12	1.10
D. Genuine Bourbon Whisky, Fine old, Red Capsule, with Name	10	1.00

	Per doz.	Per Case.
GIN		
A. Fine Old Tom, White Capsule	4.50	0.40
B. Fine Unsweetened, White Capsule	4.50	0.40
C. Fine A. V. H. Geneva	5.25	0.50

	Per doz.	Per Case.
RUM		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Edward Island, \$1.50 per Gallon		

	Per doz.	Per Case.
LIQUEURS		
Benedictine Maraschino		
Curacao		
Herrings Cherry Cordial		
Chantrelle		
Bliss, &c.		

PRICES ON APPLICATION.
A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 4th February, 1892.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JUNE 23, 1892.

THE TRANSIT PASS DIFFICULTY AT CANTON.

By Article 10 of the Treaty of Nanking, signed at Nanking on the 29th of August, 1842, and ratified at Hongkong on June 26th, 1843, the Emperor of China bound himself, in addition to the opening to foreign trade of certain Treaty Ports, "that, when British merchandise shall have once paid at any of the said ports the regulated customs and dues agreeable to the tariff to be hereafter fixed, such merchandise may be conveyed by the Chinese merchants to any province or city in the interior of the empire of China, on paying a further amount as transit duties, which shall not exceed—per cent. on the tariff value of such goods."

By the Treaty of Tientsin, signed on June 26th, 1858, ratifications of which were exchanged at Peking on October 24th, 1860, it is clearly laid down in Article 28 that—"It shall be at the option of any British subjects desiring to convey produce purchased inland to a port, or to convey imports from a port to an inland market, to clear his goods of all transit duties by payment of a single charge. The amount of this charge shall be leviable on exports at the first barrier they may have to pass, or on imports at the port at which they are landed; and on payment thereof a certificate shall be issued which shall exempt the goods from all further inland charges whatever. It is further agreed that the amount of this charge shall be calculated, as nearly as possible, at the rate of two and a half per cent. ad valorem, and that it shall be fixed for each article at the Conference to be held at Shanghai for the revision of the tariff. It is distinctly understood that the payment of transit dues, by commutation or otherwise, shall in no way affect the tariff duties on imports or exports, which will continue to be levied separately and in full."

These treaties are still in force between Great Britain and China, and there is no ambiguity in the articles above quoted to justify any attempt on the part of either foreigners or Chinese to evade the stipulations therein set out. And up to a comparatively recent date no question as to the legality of the Transit Pass system has ever been seriously raised by the Chinese authorities. Of late, however, the kerosene oil trade in the hands of foreign firms in Canton has assumed gigantic proportions, and by the use of transit passes to cover the conveyance of the oil into the interior of the provinces of Kuang-tung and Kuang-si, the revenue, or to be more accurate the "squeeze," derived by those iniquitous exactions known as *Likin* and *Ching-fai* have greatly fallen. Cotton-yarn and piece-goods, although to a smaller extent, have produced similar results to kerosene. Seeing that something must be done to stop the use of transit passes on a lucrative business by the aid of transit passes, and to prevent this enormous reduction in the dues from *Likin* and the illegal Battery tax, the Canton Government has coolly ignored treaty obligations, committed forcible outrages by seizing and confiscating the merchandise of British merchants and imprisoning and brutally mistreating their servants, and to wind up, the total abolition of the Transit Pass system—a privilege to foreign traders secured by one treaty and confirmed by another—has not merely been officially suggested but has actually, to all practical intents and purposes, become an accomplished fact. Within the past few weeks about four hundred cases of kerosene oil, and a number of bales of cotton-yarn and grey shirting, sent by the British firm of Wemyss and Robinson from Canton to Fatsan under transit passes, were seized by the *Lekin* authorities and confiscated, the unfortunate Chinese assistants of the firm imprisoned, fettered and ill-treated—and all on the state pretence that the goods did not belong to Wemyss and Robinson, but were being sent into the interior of the province in their name in order to evade the *Likin* and *Ching-fai* dues which Chinese owners would have been compelled to pay. Another instance was that of Messrs. Andrews & Co., who shipped under transit pass to Wu-chau-fu on the West River, after paying all proper duties, three hundred cases of kerosene oil, which on reaching their destination were seized on the same ridiculous ground and the Chinese in charge of the cargo imprisoned and rigorously treated. The same British firm suffered a similar outrage a few days ago, when a large quantity of cotton-yarn was seized at Lionchow, and about this Mr. Andrews has proceeded to the spot to personally investigate the cause of seizure, etc. To clearly show the policy that has apparently been decided on by the ancient Viceroy of Canton and his advisers we cannot do better than print the following translation of a recent despatch from a Wei Yuan of the Canton *Lekin* Office to the Viceroy:—"On the 16th of October, 1891, this *Lekin* Office received a despatch, according to which your Excellency ordered as follows:—"

"Certain degenerated Chinese merchants import kerosene oil under false names; they inveigle foreign merchants to assist them in this and evade the payment of *Likin* and *Ching-fai*. Regulations must be drawn up to avoid this fraud, which must be put before me for approval and which are to be communicated to all *Lekin* stations in the province. The Head *Lekin* Office further said in the despatch that your Excellency thinks the *Likin* and *Ching-fai* on kerosene oil are too low, and that a change ought soon to take place."

I found that the degenerated merchants use transit passes and evade payment of *Likin* and *Ching-fai* not only for kerosene oil, but also for other merchandise, such as matches, woolen piece-goods, silk, etc., all very important import or export goods. Under this the *Lekin* Office suffers very much, and this will be worse unless a change shortly takes place."

Regarding kerosene oil alone, Chinese merchants import the same in great quantities from Hongkong, and foreign merchants say it belongs to them. On arrival here these

degenerated Chinese merchants take out transit passes under false names and send the goods into the interior under these false names; in this way the different *Lekin* stations which are passed are helpless and cannot do anything.

If the kerosene oil is not sent into the interior it only pays duty, and transit passes of course are not used. It is easy to understand that in this way a good profit is made on kerosene oil, and that this method of dealing is very much liked by Chinese merchants."

Whatever regulations are put into force, it will always be impossible to find out to whom the kerosene oil really belongs; the *Lekin* stations can only compare transit passes and goods. Even if we act with the greatest care and find the positive owner of the oil, the foreign merchants will be sure to interfere; and if the Chinese owner be arrested, endless troubles are the consequences and very often we have to pay indemnity."

One steamer imports a quantity of kerosene oil, making a cargo for about 100 Chinese boats, which carry the goods in all directions. It is impossible to inspect all these boats even with numerous *Lekin* boats."

Now on arrival at the different places the cargo is landed quickly, and a general inspection is rendered more difficult. It is difficult to stop smuggling even with the strictest regulations, or to increase the *Likin* and thus *Ching-fai* receipts."

For some time kerosene oil was imported only in the duties will still be a little more than the expenses with transit passes, but to the detriment of the Chinese vessels will always be used, and in consequence of this the Customs in Hongkong and Macao will not collect less *Likin* and *Ching-fai*. After the establishment of the Company the duties will still be a little more than the expenses with transit passes, but to the detriment of the Chinese vessels will always be used, and in consequence of this the Customs in Hongkong and Macao will not collect less *Likin* and *Ching-fai*. After the establishment of the Company the duties will still be a little more than the expenses with transit passes, but to the detriment of the Chinese vessels will always be used, and in consequence of this the Customs in Hongkong and Macao will not collect less *Likin* and *Ching-fai*. 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Mails.

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Consular Invoices of Goods for United States
Ports should be in quadruplicate; and ~~one~~
copy must be sent forward by the steamer
to the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway, Vancouver, B. C.
Parcels must be sent to the Company's Office
with address marked on fall by 5 P.M. on the
day previous to sailing.
For further information as to Passage or
Freight, apply to:
E. HOLLOWAY,
General Agent,
Office, Pedder's Street.
Hongkong, 18th June 1892 [

NORTHERN PACIFIC STEAMSHIP AND
RAILROAD COMPANY.
PROPOSED SAILINGS FROM

(SUBJECT TO ALTERATION.)

<i>A Steamer</i>	<i>Saturday</i> ...	<i>July 2nd.</i>
<i>A Steamer</i>	<i>Saturday</i> ...	<i>July 23rd.</i>
<i>Parthia</i>	<i>Saturday</i> ...	<i>August 13th.</i>
<i>A Steamer</i>	<i>Saturday</i> ...	<i>September 3rd.</i>

AND THEREAFTER THE PERMANENT
SERVICE OF THE COMPANY'S
REGULAR STEAMERS.

A STEAMER

sailing at Noon, on SATURDAY, the 2nd July
will proceed to VICTORIA, B.C., and TACOMA,
via NAGASAKI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Packages must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARELL & Co.
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Hongkong, 18th June, 1892. \$150

NOTICE.

**JAY'S SANITARY COMPOUNDS-
COMPANY, LIMITED.**

JAY'S WOOD PRESERVER OR

ANTISEPTIC PAINT.
THE Underigned have this day been appointed **Sole Agents** for the sale of these **PERFECT DISINFECTANTS**, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E. Chief Sanitary Engineer, Local Government Board, London, W.
 "It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
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